

Headquarters
US Army Armor Center and Fort Knox
Fort Knox, Kentucky 40121-5000
2 April 2003

Fort Knox Reg 350-8

Training

TRANSPORTATION PROCEDURES FOR HEAVY HAUL SUPPORT

Summary. This regulation sets forth the Fort Knox policies and procedures for requesting commercial Heavy Equipment Transport (HET). Organizational responsibilities are stated so that all parties involved have a clear understanding of the type of planning and support necessary for effective implementation of this policy.

Applicability. This regulation is applicable to all active duty, United States Army Reserve (USAR), and Army National Guard (ARNG) soldiers assigned, attached, or on temporary duty at Fort Knox, Kentucky. It includes all nonmilitary government personnel and contractor employees involved in tracked vehicle operation.

Suggested Improvements. The proponent of this regulation is Operations and Training Division, G3/Directorate of Plans, Training, and Mobilization (G3/DPTM). Users are invited to send suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to CDR, USAARMC and Fort Knox, ATTN: ATZK-PTP-P, Fort Knox, Kentucky 40121-5000.

1. **Purpose.** To establish policies governing the requesting procedures and safe conduct of all commercial HET resources to ensure the safety of soldiers, civilian employees, and the civilian population on Fort Knox, Kentucky.

2. **References.**

- a. Fort Knox Regulation 350-7, Ground Movement Control Policy, 14 January 2003.
- b. Fort Knox Regulation 385-22, Range Regulation, 1 December 2000.

3. **Responsibilities.**

- a. G3/DPTM, Operations and Training Division, Schools/Scheduling Branch:

- (1) Receive an approved HET request from the using unit, and process the request.
- (2) Furnish the Request for Heavy Equipment Transport to the Freight Office, Bldg. No. 2786, Freight Office Representative at 624-5473/7898, Fax 624-5439.
- (3) Requests should be furnished as soon as training needs are known in order to allow commercial trucks sufficient time to obtain permits for over-sized loads.

(4) Changes to schedules within 72 hours of a haul time will not be routed through Schools/Scheduling Branch. The training unit will directly coordinate with the Freight Office and notify Schools/Scheduling Branch of any changes through email or by phone.

b. Freight Office:

(1) Receive the Request for Heavy Equipment Transport from G3/DPTM. Contact will be made with the POC to determine if all equipment must be hauled at once or if round robins can be performed and to confirm dates and times.

(2) Offer loads to carriers listed on the Standing Route Order from the lowest to the highest cost carrier. In all cases, at least one truck with winch capability will be utilized regardless of where that carrier falls in the lowest to highest range.

(3) Ensure all drivers have conducted safety recon of route and area they will travel and have proper safety equipment (e.g. warning triangles) in trucks.

(4) Contact unit POC to advise of confirmed trucks.

(5) Maintain a Carrier Performance Record per DOD 4500.9R to monitor carrier's performance. Carriers are placed in nonuse when performance is substandard.

(6) Keep a daily record showing how many trucks/loads were booked for that day for each carrier in order to crosscheck against number of loads billed by each carrier.

(7) Receive load sheets from carriers on a weekly basis showing total loads hauled and total cost due. Crosscheck against daily record. Prepare e-bills for payment to each carrier.

(8) Notify DRM at 624-1095 of each e-bill number and total cost in order that funds may be obligated.

(9) Keep a permanent record of how many of each type equipment was hauled per month and cost for future statistical requirements.

c. Units:

(1) All units, both on and off post, will follow procedures as usual for requesting heavy haul support as stated in Fort Knox Reg 350-1.

(2) Make every effort to ensure all equipment is ready at designated loading times to prevent unnecessary detention costs.

(3) Furnish escorts and escort vehicles for commercial trucks providing heavy haul support and ensure that escort vehicles meet the safety requirements in para 4 below. Units must escort trucks while hauling equipment, as well as, while empty to and from parking area.

(4) Load equipment onto commercial trucks.

(5) Stop traffic at on post traffic signals when required to facilitate undue delays of convoys and where outlined in approved route overlay.

(6) After each truck is loaded, ensure Serial Number or Bumper Number of item loaded is annotated on the load sheet presented by the driver. Sign the load sheet for each load.

(7) Escort vehicles must be equipped with RAWLS and two-way communications. The lead escort will act as the control element. The OIC of the convoy must maintain communication with Range Control.

(8) Contact the Movement Control Cell (MCC) to activate authorization for movement on the designated route before the start of the mission. To activate a transport mission, unit must call 624-2125 at least 3 days in advance for all missions. Unit must advise which route overlay will be used. Unit must call Range Division again 1 hour before mission, before actual departure and when mission is complete. Contact the POC at the MCC at 624-2858.

(9) **Units will not tow broken/dead-lined tanks using other tanks.** In addition, if a transport truck breaks down, units will not road march tanks to or from training areas without prior approval from the appropriate chain-of-command, and notice to Range Division Movement Control Cell. Notification must include the name of the individual in charge at the site of the breakdown, nature of the malfunction, and 6-digit grid coordinate of the site.

(10) Units will ensure that sensitive items are not transported inside vehicles while a commercial carrier is hauling the vehicle. Weapons should be secured per AAEE Policy.

d. Carriers:

(1) Refuse or accept load offer within 1 hour of notification.

(2) Ensure truck(s) arrive at designated pickup point on time as requested by the Freight office.

(3) Drivers will utilize load sheet furnished by the Freight office to keep track of each load hauled. Load sheet should be annotated appropriately with all blocks completed. Special notice should be made of Arrival Time and Departure Time in the event detention charges become an issue. The driver must sign by each load and show Serial Number or Bumper

Fort Knox Reg 350-8 (2 Apr 03)

Number of equipment being hauled. Turn load sheet in to Freight office at a minimum of once a week to ensure prompt payment.

(4) Trucks must be furnished with a CB radio and each driver must have a cell phone. Each carrier must also maintain necessary tie-down equipment to secure the tank on the truck.

(5) Carriers may utilize available parking on the corner of Ninth and Wilson Roads when necessary and when available.

(6) Carriers may have use of the wash rack located at the corner of Wilson Road and Frazier Road provided you have signed a waiver of liability against the Department of the Army and Fort Knox. Use of the wash rack must be scheduled, at a minimum, 72 hours in advance. Contact the wash rack coordinator at 624-6809 to schedule. Every effort will be made to meet the needs of the carriers. However, due to heavy usage of the wash racks by other government vehicles and tanks, there may be times when more than 72 hours notice is required.

4. Safety.

a. Units are responsible for conducting Risk Assessments before each movement. Maintain an approved risk assessment for the duration of the convoy. The risk assessment must include data from the Movement Control Center on the weather, road conditions, and other events in the area that could affect the convoy. The Risk Assessment must cover the entire mission, from movement to the pick-up site, through drop off, and return travel.

b. If weather conditions are different from previous hauls or a new route is used, then before starting the haul, the commercial company must check all roads and training areas. Special emphasis should be given to the turning radius of the vehicles, especially if the trailer has the tag axle. Trailers ride very low to the ground and may present problems bottoming out at off-load points (e.g. CP 37) where ground is uneven. Checking the area will ensure hazards are identified and decisions made based on first hand observation and information.

c. Units will plan movements for daylight hours and periods of light traffic. Units will avoid traveling at night, during periods of reduced visibility, or during rush hours. Should mission require movement during peak traffic hours or periods of limited visibility, the Risk Assessment must consider these factors. DOT Regulations prohibit oversized loads on public roadways after dark.

d. All commercial vehicles must comply with the posted weight limits, slope/grade data, and the applicable military bridge weight classification.

e. Heavy equipment operators will only travel on approved routes.

f. Both lead and trail vehicles must be equipped with rotating amber warning lights (RAWLs), as well as, two-way communication. The lead and trail vehicles will maintain communication with the MCC. Employ advance and rear convoy warning signs.

g. Traffic Control Points (TCPs): Road guards must obey the standards found in the Kentucky Revised Statutes concerning Highway Signalman and adhere to all appropriate US Army or Ft Knox TMs, Pamphlets, or Circulars. Each road guard must be visible at each point of the intersection, wear high visibility gear, and carry a flashlight. Road guards serve as a warning to oncoming traffic and to the convoy vehicles on public roads but cannot stop traffic on public roads.

h. Safety Briefings must be conducted for each operator before the start of movement. The following issues must be discussed:

- (1) Weather
 - (2) Road Conditions
 - (3) Route, include strip map
 - (4) Communication (to include all phone numbers and radio frequencies)
 - (5) Speed limits
 - (6) Catch-up speeds
 - (7) Traffic Control Points
 - (8) Medical emergency procedures
 - (9) Steep slopes
 - (10) Bridge weight classification
 - (11) Emergency warning equipment
 - (12) Drivers sign appropriate paperwork for loads
- i. Commercial carriers and driver qualifications must meet DOT standards.
- j. Ground guides will be proficient in the use of hand and arm signals.

Fort Knox Reg 350-8 (2 Apr 03)

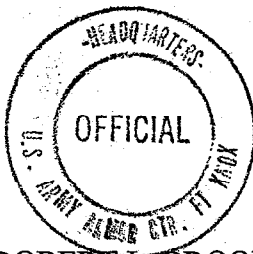
k. Designated loading points should be established that would provide the least amount of difficulty for commercial carriers. Tanks could be driven to these points.

l. Soldiers will not be transported in commercial carrier vehicles.

m. Establish routes from the tank parks to the various ranges and training areas. Once routes have been determined, strip maps can be made and distributed to each driver.

5. Additional Instructions. Exceptions to policy, resolutions of conflicts, and cases not covered will be submitted to the Chief, Operations and Training Division, G3/DPTM and the IOC, for staffing and approval on a case-by-case basis.

FOR THE COMMANDER:



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